

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 8:36 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 447 Const Calendar Day: 648 Date: 14-Mar-2014 Friday
Inspector Name: Feather, Bernard Title: Transportation Engineer
Inspection Type: Intermittent
Shift Hours: 07:00 am 04:00 pm Break: 01:00 Over Time:
Federal ID:
Location:
Reviewer: Shedd, Bill Approved Date: 21-Nov-14 Status: Approved

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature 7 AM 12 PM 4PM
Precipitation Condition overcast, cool

Working Day ☒ If no, explain:**Diary:**

Dispute

General Comments

Track progress of FWS mechanical pipe installation. Escort Charles Balley, NAB to the east anchorage for the performance test of the east anchorage units. Misc MEP paperwork and write diaries.

**04-0120F4 Bid Item: 128 0-000-000.128 DEHUMIDIFIER SYSTEM**

F.W. SPENCER AND SON, INC

Diary:

Dispute

Dehumidification System 128 0-000-000.128**Testing**

I arrived at Pier W2 at 0800. Charles Balley, NAB, called and said that he was going to be late due to traffic. At 0845, Charles B. arrived and we went to the east anchorage, arriving at the WB splay chamber at 0915. After changing the filter on the dehumidification unit, Charles B. began the performance testing. I placed my Hobo data logger on the unit at the supply air intake at 0915, and at 0935, took a reading of 42% relative humidity at 60.2 degrees. The NAB data logger read 39.4% at 59.7 degrees.

At 1000, we arrived in the EB splay chamber to begin the testing. At 1020, my Hobo meter read 42% relative humidity at 61.4 degrees. The NAB data logger read 39.3% at 60.6 degrees.

At 1100, we arrived at the west loop dehumidification unit, but there was no ladder to access the platform where the unit was situated. I informed Bill O'Sullivan, ABF, that there was no access.

After lunch, at 1215, we left W2 and arrived at the tower head at 1250. After inspecting the unit and doing the pretests, we went into the dehumidification chamber to set the data loggers. When we entered the chamber, there was a burning smell, but no smoke. Going back to the unit, it was apparent that the recirculation air burner was operating, but the recirculation air blowers were not working. Rather than continuing to operate the system with the potential for a fire, the system was shut down and the power to the machine was shut off.

Note that METS took humidity readings of the chamber on Tuesday, 3/12/2014, the unit was operating and they did not smell smoke.

At 1345, we returned to the elevator at Pier W2 and Charles Balley left the site.

CCO-339 Bid Item: 001 0-MPI-ELS.339 Modify Piping at PP128

F.W. SPENCER AND SON, INC



ddrRptbyBidItem

Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name: Feather, Bernard

Diary #: 447

Date: 14-Mar-2014 **Friday**
Labor

| Trade | Class | Name | RT Hrs | OT Hrs | DT Hrs | Total | Remarks | Dispute |
|--|-------|-----------------|--------|--------|--------|-------|---------|--------------------------|
| Contractor: F.W. SPENCER AND SON, INC | | | | | | | | |
| Welder | JNM | RICHARD KIIKVEE | 4.00 | 0.00 | 0.00 | 4.00 | | <input type="checkbox"/> |
| Plumber/Pipefitter | JNM | NARCISO BIAGI | 4.00 | 0.00 | 0.00 | 4.00 | | <input type="checkbox"/> |
| Plumber/Pipefitter | FOR | TOM COLOMBO | 4.00 | 0.00 | 0.00 | 4.00 | | <input type="checkbox"/> |

Diary:

Dispute

Bike Path Piping 001 0-MPI-ELS.339

The FWS crew spent 4 hours laying out the piping and the pipe support for the expansion loop under the bike path at Hinge AW. This layout was directed in the response to RFI 3394 and the ATP for CCO 339.

Mobilization to and from the bridge is covered under CCO 339.

CCO-339 Bid Item: 001 0-MPI-ELS.339 Modify Piping at PP128

AMERICAN BRIDGE/FLUOR, A JV

Labor

| Trade | Class | Name | RT Hrs | OT Hrs | DT Hrs | Total | Remarks | Dispute |
|--|-------|----------------|--------|--------|--------|-------|---------|--------------------------|
| Contractor: AMERICAN BRIDGE/FLUOR, A JV | | | | | | | | |
| Ironworker | FOR | ERIC SPARKS | 8.00 | 0.00 | 0.00 | 8.00 | | <input type="checkbox"/> |
| Ironworker | FOR | MICHAEL DRAPER | 8.00 | 0.00 | 0.00 | 8.00 | | <input type="checkbox"/> |
| Ironworker | JNM | STANLEY DALIE | 4.00 | 0.00 | 0.00 | 4.00 | | <input type="checkbox"/> |
| Ironworker | JNM | RANDY CLAYBORN | 8.00 | 0.00 | 0.00 | 8.00 | | <input type="checkbox"/> |

Diary:

Dispute

Bike Path Piping 001 0-MPI-ELS.339

The ABF crew spent the shift welding the lugs for the temporary supports to be used to lay out the carbon steel expansion loop under the bike path at Hinge AE. Following this, the crew laid out the PS-33 and PS-34 pipe supports and prepped the hangers beams for attachment.

Access to the work location was from a lane closure of the #5 lane of the EB bridge, and the bikepath traveler.

The crew used a crew truck and a welder in performance of this operation.

CCO-365 Bid Item: 001 0-CIC-EFA.365 Pipe Interference with Cable Railing

F.W. SPENCER AND SON, INC

Diary:

Dispute

CIC-Dehumidification System 001 0-CIC-EFA.365

It took approximately 1/2 hour to go from the elevator at W2 to the east anchorage, and 1/2 hour to return following the performance test.

After lunch, it took approximately 45 minutes to go from the elevator at Pier W2 to the tower head, and approximately 1/2 hour to return.

Total change of character for access is 2.5 hours



Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name: Feather, Bernard

Diary #: 447

Date: 14-Mar-2014

Friday

Dehumidification System

001

0-CIC-EFA.365



Change of Character

It took approximately 30 minutes to access the east anchorage splay chambers from W2, and approximately 30 minutes to return to W2.

After lunch, it took approximately 45 minutes to access the tower head from W2 and 30-45 minutes to return after testing was complete.

Charles Bailey and I agreed to round the mobilization down to 2 hours.